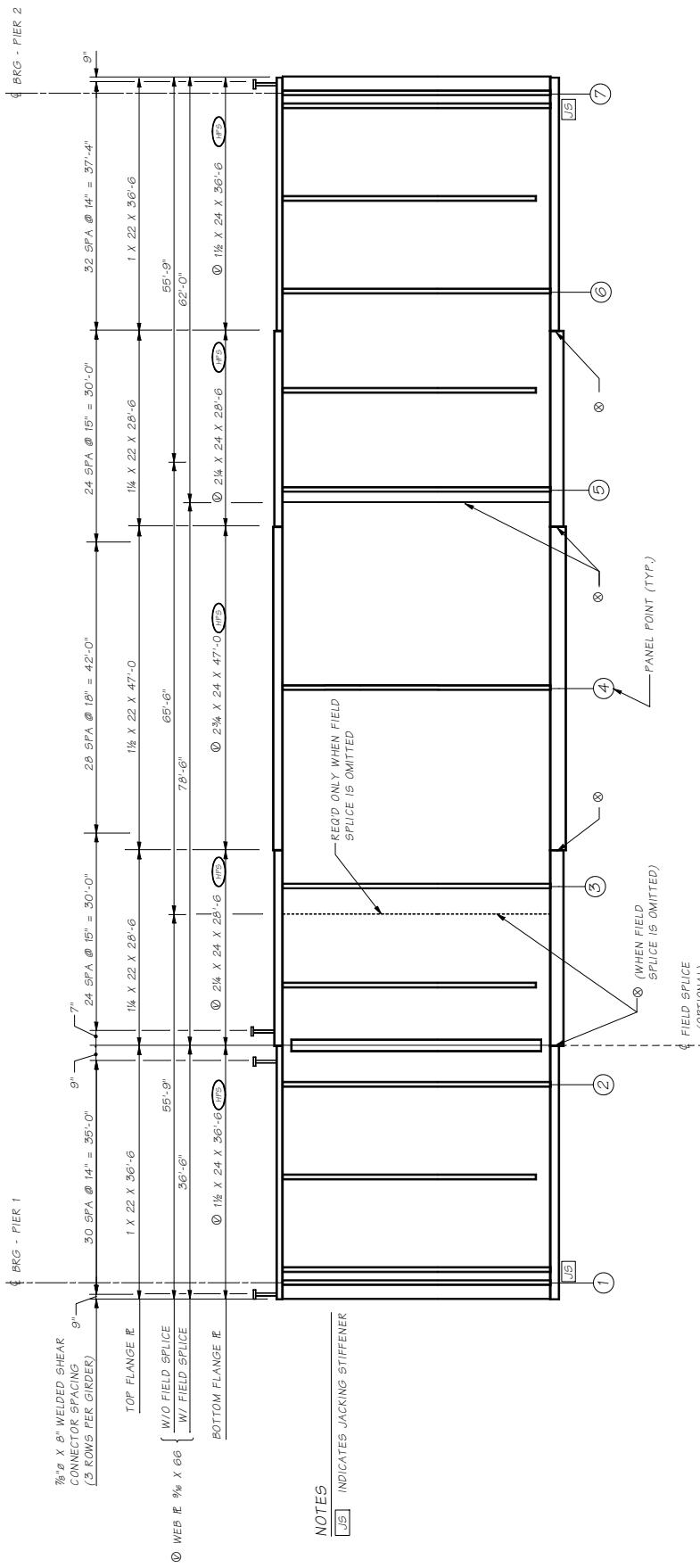


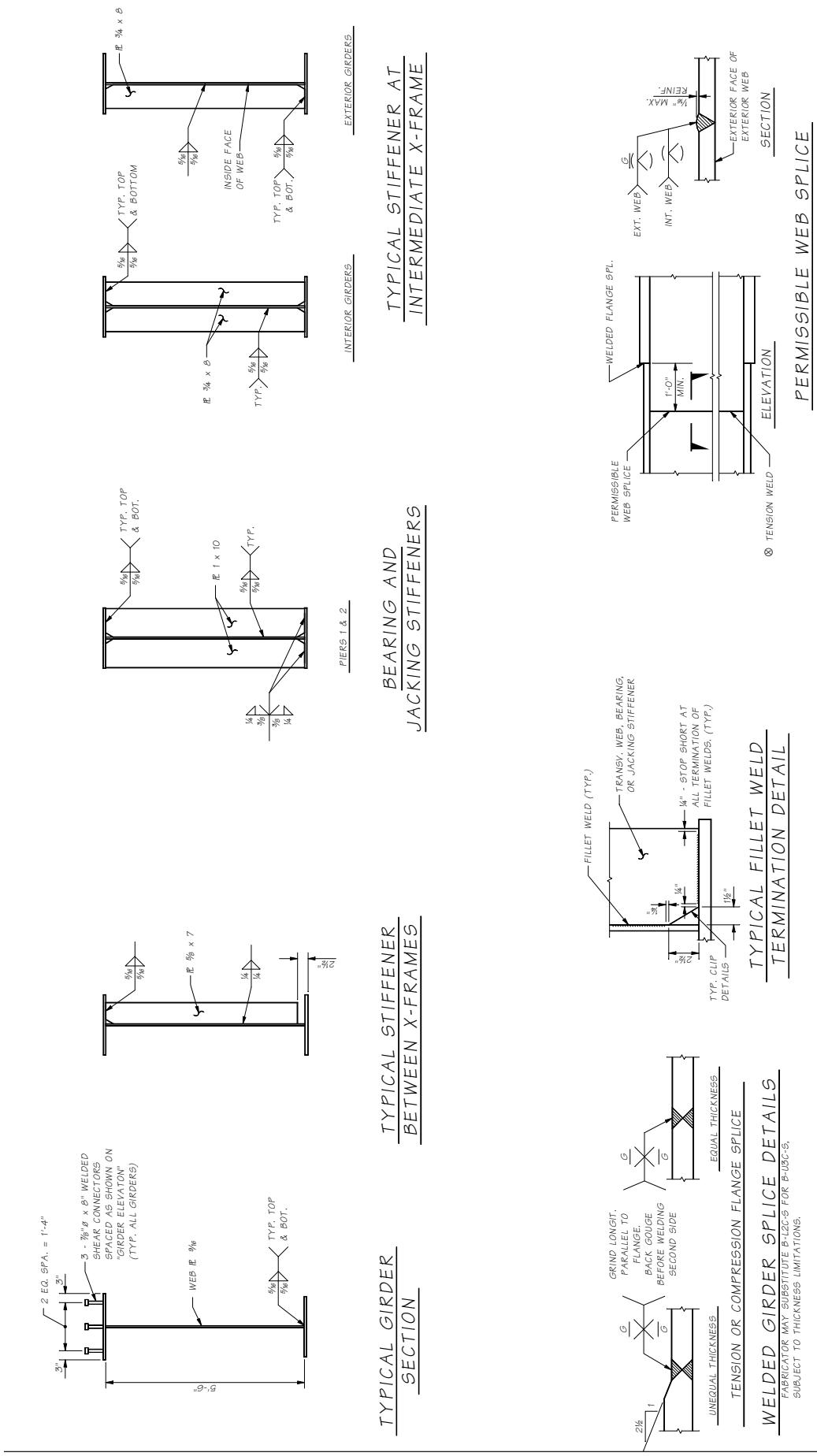
Steel Plate Girder Framing Plan
Figure 6-A-1

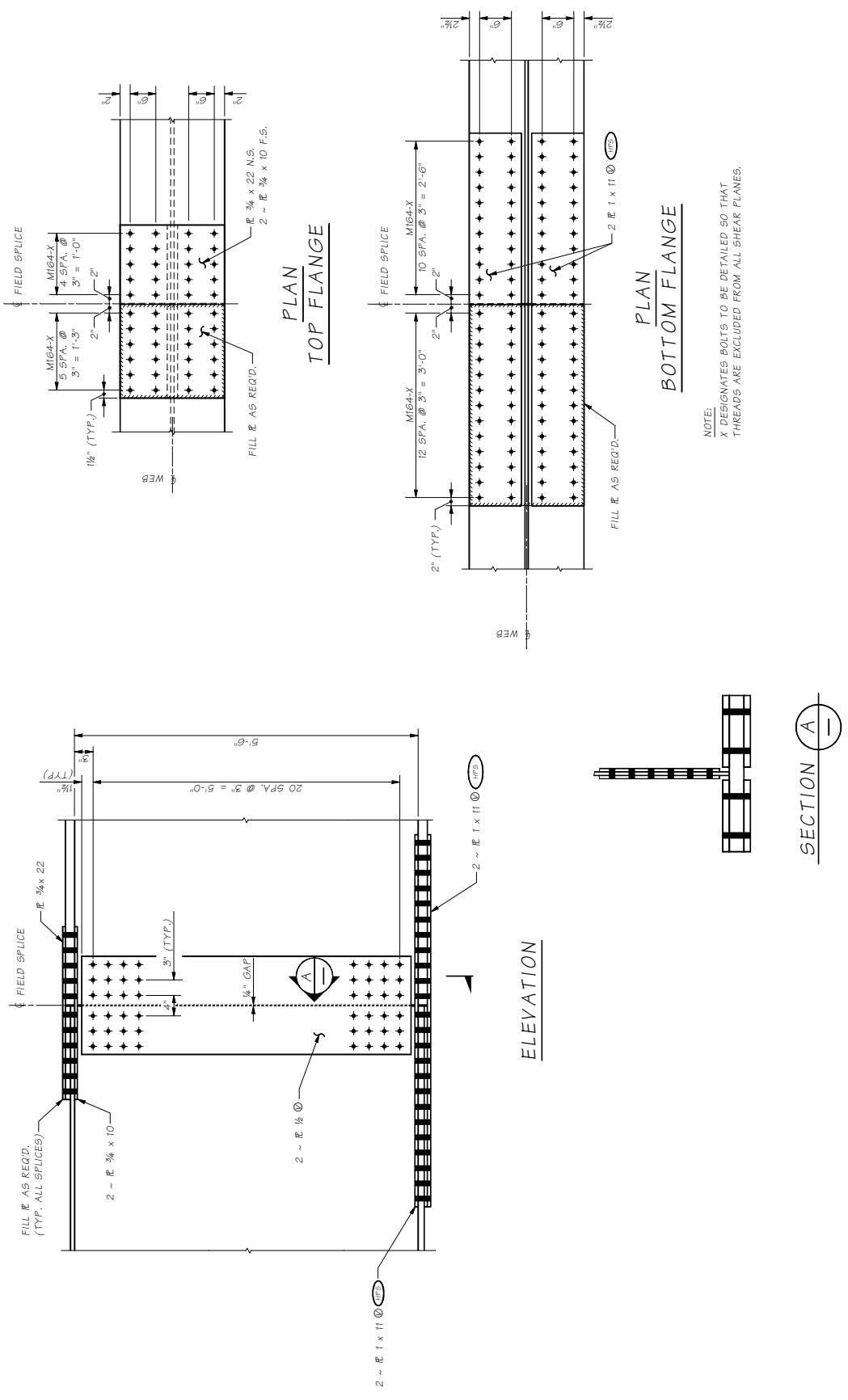


Steel Plate Girder Girder Elevation
Figure 6-A-2

Steel Plate Girder Girder Details

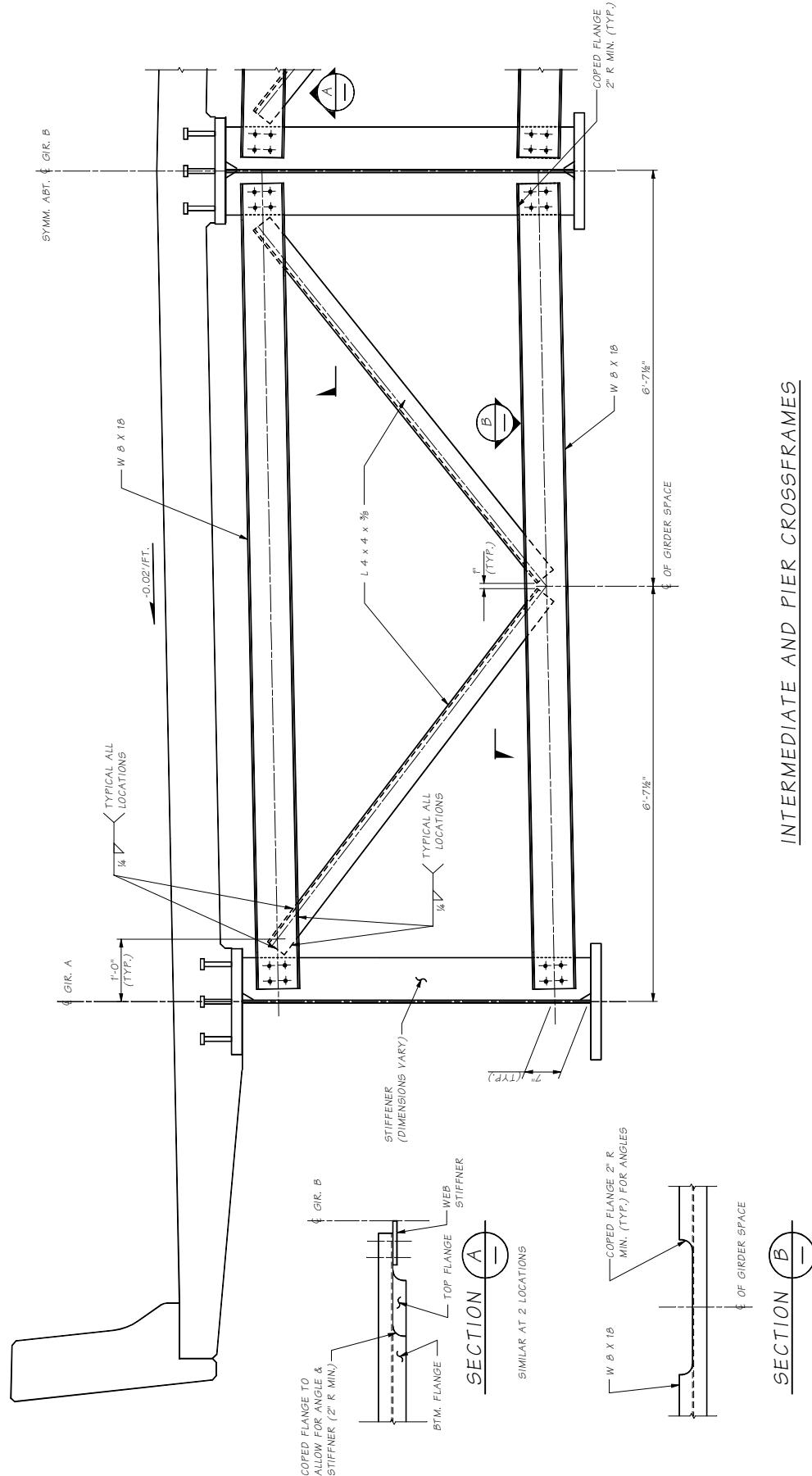
Figure 6-A-3

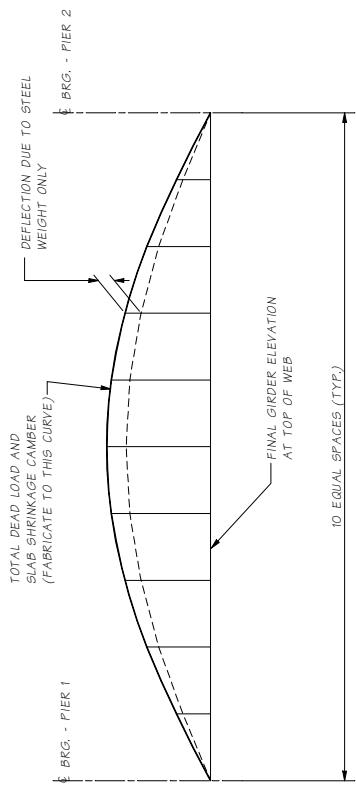




Steel Plate Girder Field Splice
Figure 6-A-4

Steel Plate Girder Crossframes
Figure 6-A-5

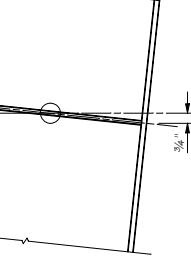
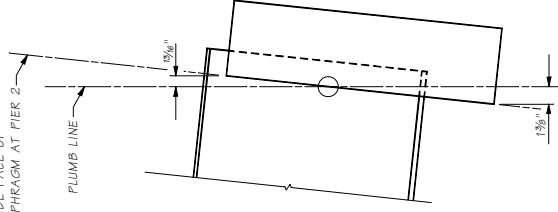
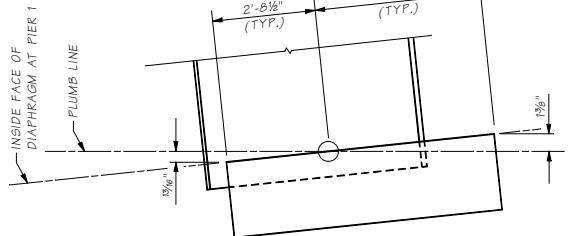




TOTAL DEAD LOAD/SLAB SHRINKAGE CAMBER (IN)	TENTH POINTS										PANEL POINTS						
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1	2	3	4	5	6	7	
CAMBER DUE TO SELF WEIGHT OF STEEL (IN)	5 1/8	9 1/8	13 1/8	15 1/8	16	15 1/8	15 1/8	15 1/8	15 1/8	16	14	16	14	16	14	16	14

DEAD LOAD CAMBER DIAGRAM

EFFECTS OF PROFILE GRADE ARE NOT SHOWN. FOR THE PURPOSE OF MEASURING CAMBER TOLERANCES AT THE TIME OF SHOP ASSEMBLY, GIRDERS TOP FLANGES ARE EMBEDDED IN CONCRETE WITHOUT A DESIGNED HAUNCH.

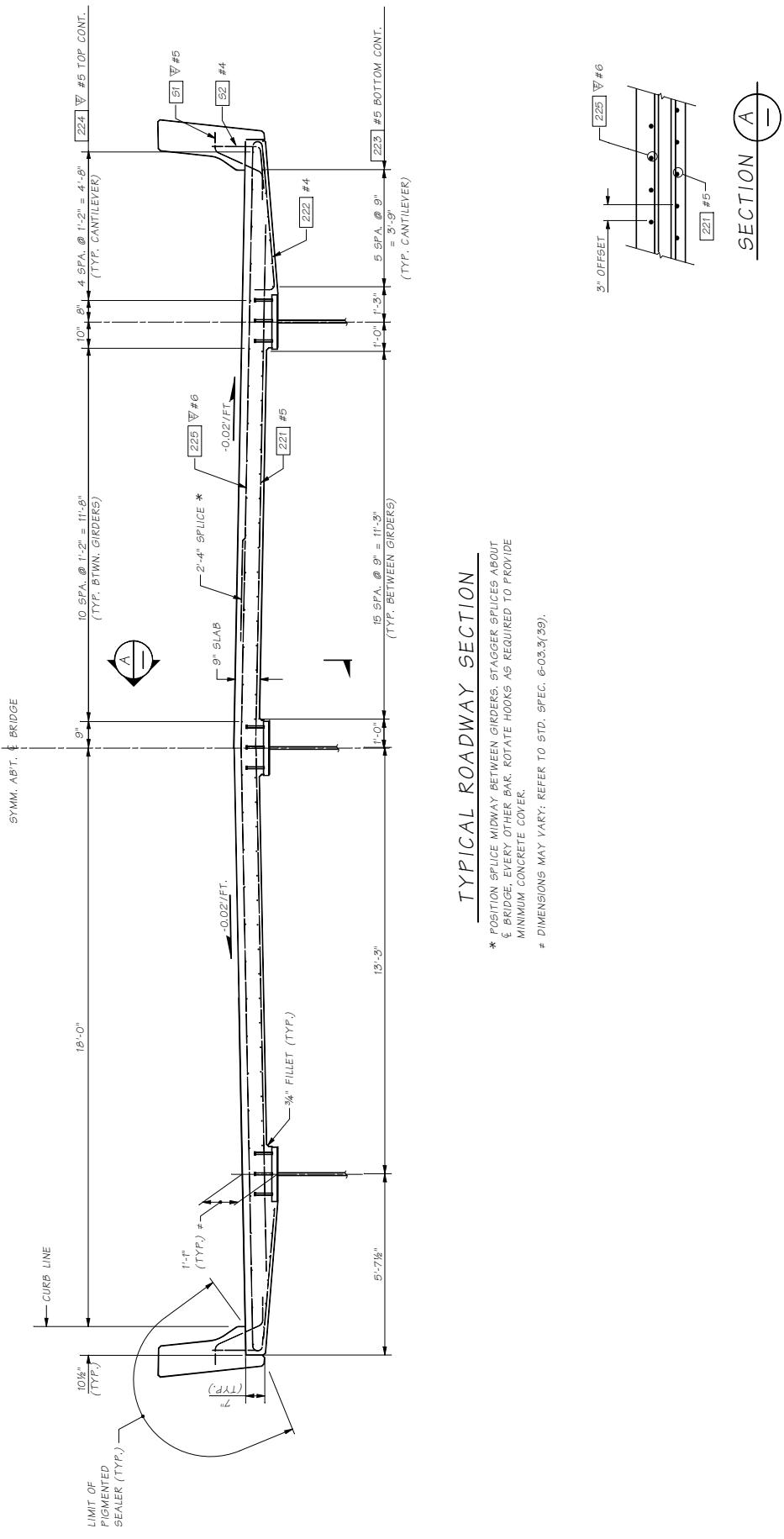


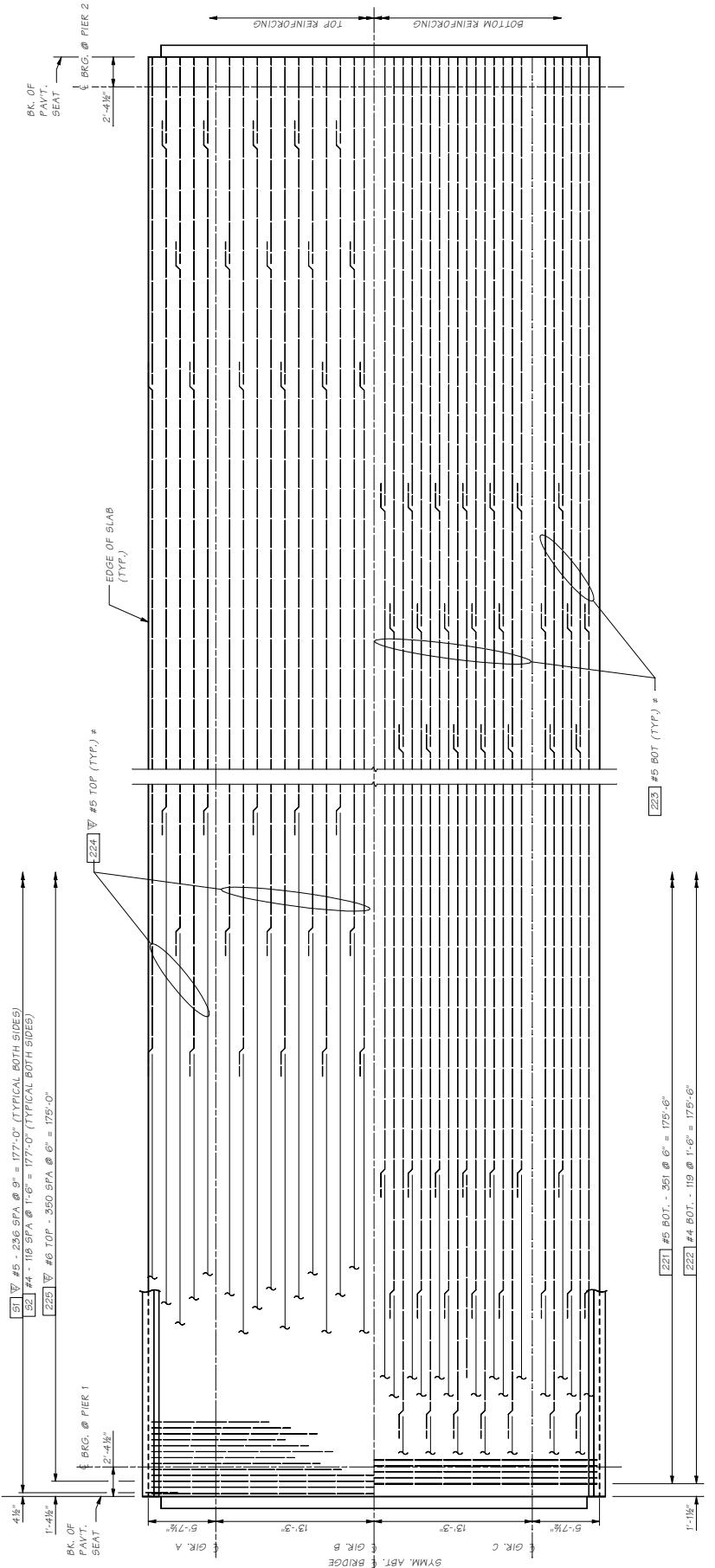
BEARING STIFFENER ROTATIONAL CAMBER DIAGRAM

OFFSETS TO COMPENSATE FOR TOTAL DEAD LOAD ROTATION.
DOES NOT INCLUDE EFFECTS OF PROFILE GRADE.

Steel Plate Girder Camber Diagram
Figure 6-A-6

Steel Plate Girder Roadway Section
Figure 6-A-7





ROADWAY SLAB REINFORCING

NOTE:
2'-0" MINIMUM REBAR LAP SPLICE LENGTH FOR ALL LONGITUDINAL BARS.

* LOCATION OF REBAR SPLICES AT CONTRACTOR'S OPTION, EXCEPT:
ALL SPLICES SHALL BE ALTERNATED SO NO MORE THAN 50% OF
REBAR IS SPLICED AT THE SAME LOCATION, NORMAL TO £ OF BRIDGE.

Steel Plate Girder Slab Plan
Figure 6-A-8

Handrail

Figure 6-A-9

ELEVATION - GIRDER WITH HANDRAIL

